IRON AND STEEL INDUSTRY.

PHENOMENAL GROWTH DURING THE LAST 30 YEARS.

In 1900 a Capital or \$590,530,484 Was Invested-Value of Products, \$804. 034,918 Wages Paid, \$120,839,338.

WASHINGTON, Aug. 30.-There is an actual capital of \$590,530,484 invested in the iron and steel industry of the United States. according to a census report issued to-day. This capital is divided between 669 active establishments. The value of the products during the year 1900 is returned at \$804,-034.918, to produce which involved an outlay of \$11,741,788 for salaries of officials. clerks, &c.; \$120,836,338 for wages to 222,607 employees; \$32,374,100 for miscellaneous expenses, and \$522,431,701 for materials used.

The number of establishments in the industry has decreased from 808 active and idle in 1870 to 669 active in 1900, but the capital invested has increased from \$121,-772,074 in 1870 to \$590,530,484 in 1900; the number of wage earners from 77,555 in 1870 to 222,607 in 1900; the wages paid, from \$40,514,981 in 1870 to \$120,836,338 in 1900; the cost of materials used from \$135,526,132 in 1870 to \$522,431,701 in 1900, and the value of the products, from \$207,208,696 in 1870 to 1904,034,918 in 1900. The tonnage of pig iron, stee! castings, rolled products, hammered blooms, &c., increased from 3,263,585 gross

tons in 1870 to 29,507,860 tons in 1900. Pennsylvania, Ohio and Illinois were far in the lead of all other States in 1900 and 1890 in the amount of capital invested, in the number of wage earners employed, in the amount paid for wages, in the amount expended for materials, and in the value of the products made.

Illinois was third in the industry, New Jersey fourth, Indiana fifth, Alabama sixth, West Virginia seventh, New York eighth, Massachusetts ninth, Wisconsin tenth, Maryland eleventh, Virginia twelfth, Kentucky thirteenth, Michigan fourteenth and Tennessee fifteenth. In each of these States the iron and steel produced in 1900 amounted in value to over \$5,000,000, but less than \$25,0000,000.

New York shows a very heavy decline in 1900 in the value of its iron and steel products, compared with 1880, the decrease in the twenty years amounting to \$8,360,666. From 1890 to 1900 the falling off amounted to \$1,990,984. The average number of wage earners employed in 1880 was 11,444. In 1890 the number had decreased to 6,848

and in 1900 to 5,418, a loss during the two decades of 6,026.

The report says that the ever-increasing The report says that the ever-increasing consumptive powers of the United States for iron and steel and the phenomenal growth of the industry as a whole during the last thirty years are strikingly shown by comparing the production of 1900 with that of 1870. In the former year the production of iron and steel amounted to 29,507,800 gross tons, while in the latter year is amounted to only 3,283,585 tons, an init amounted to only 3,263,585 tons, an increase during the thirty years of 26,244,276 tons, or 804.2 per cent. Coexistent, however, with the phenomenal growth of the iron and steel industry from 1870 to 1900 there was a still more wonderful decrease in the cost to consumers of all iron and steel products. The installation at modern plants of the latest labor-saving machinery, the employment of highly skilled managers and workmen, and the ever-increasing demand for iron and steel products, have all tended to lower the price of finished matertended to lower the price of finished materials to consumers. Thirty years ago the average price per ton of the 3,263,585 tons of products was \$63.48; in 1880, when the production amounted to \$436,733 tons, the average price was \$45.70 per ton; in 1880, when the production had grown to 16,264.478 tons, it was \$29.43 per ton, and in 1800, a year of high prices and of great prosperity, when the productions reached the enormous total of 29,507,860 tons, the average price per ton had fallen to \$20.25, con-

age price per ton had fallen to \$20.25, considerably less than one-half the price prevailing thirty years ago.

In the decade from 1890 to 1900 a large on the decade from 1890 to 1900 a large number of consolidations of iron and steel establishments was effected. In 1880 there were in operation during the census year 792 stablishments, but in 1890 the number had fallen to 719, a loss of 73, and in 1900 it had still further decreased to 869, a loss in the ten years of 50. The total decline during the twenty years was 123. In 1880 the number of idle establishments, was 2001. number of idle establishments was 200; in 1890 it was 119, and in 1900 it was 94, or 106 less than twenty years ago. The number of plants building at the close of the census year 1880, was 13; in 1890 there were 34 in course of construction, and at the close of 1900 the number of plants under construction was also 34.

construction was also 34.

The report says that while New York, which was third in rank in 1870 and 1880, took fifth place in 1890 and sixth in 1900, it is probable that it will hereafter assume a more important rank in the list of iron and steel producing States, as a large and modern plant for the manufacture of pig iron, Bessemer steel, open hearth steel, Bessemer steel rails and other leading rolled products is now being erected near

INDIAN HARBOR REGATTA. Thirty-eight Yachts Race on the Sound

Off Greenwich. Thirty-eight yachts started yesterday in the autumn regatta of the Indian Harbor Yacht Club. Early in the day there was a flat calm on the Sound off Greenwich, where the regatta was to be sailed, and the start had to be postponed. It was not until 1:30 o'clock that the Regatta Committee decided to send the yachts off. At this time there was a nice sailing breeze from the southwest. The courses were triangular, the 86 and 30footers sailing eighteen miles, the American 21-footers, raceaoouts and 25-foot sloops, 12 miles; the 21 and 18-footers, 9 miles, and the sailabouts, 6 miles. All had a reach on the first leg of the courses, a beat to the second leg and a run with spinnakers on the third leg.

H. L. Maxwell's Leda won the race for 36-footers, beating the Spasm and the Hanley

second leg and a run with spinnakers on the third leg.

H L Maxwell's Leda won the race for 36-footers, beating the Spasm and the Hanley and she won the cup offered by Commodore Frank Tilford Trenor L Park's Mimosa won in the 30-foot class from the Alerion, Marguerite and Enpronzi. The Mimosa salled a good race and won easily. In the raceabout class the Jolly Roger was the winner and she secured the cup offered by J Kennedy. Tod. The Hobo and Scamp salled a dead heat for third place in this race.

The regatta was managed by Frank Hownedous, Charles F. Kirby, C. P. Tower, Charles E. Simms and Raynond Babcock and was one of the most successful of the club this season.

BLOOPS—CLASS M, 30 TO 36 PEET RACING LENOTH

SLOOPS-CLASS M, 30 TO 36 PERT RACING LENGTH START, 1:35. Yacht and Owner.

Leda, H. L. Maxwell3 09 36 Spasm, E. D. King5 12 16 Hanley, C. D. Mallory5 23 10	3	37	36 16
BLOOPS-CLASS N. 25 TO 30 PERT RACING -START, 1:35.			
Mimosa, T. L. Park	3	43 46	42
RACE ABOUTS START, 1:40.		220	
Scamp, L. H. Pirie 5 01 28 Mayls, G. L. Pirie 4 57 52 Jolly Roger, T. B. Bleecker 4 57 37 Hobo, T. L. Park 5 01 28	3	21 17 17 21	52 37
SLOOPS-CLASS P. 21 TO 25 PRET-START,		45.	
Robin Hood, George Gartland 5 05 06 Olibway, D. P. Morse 5 08 46 Pristls, Iselin and Law 5 12 16 Viper, Newcomb and Elson 5 05 14	3	20 23 27 21	46 16
SLOOPS-CLASS Q. 18 TO 21 PEET-START.		50.	**
Gazabo, N. P. Vuite 4 08 24 Troubri, W. H. Childs 4 00 11 Montauk, J. P. Sheldon 4 07 28 Cleada, L. Cranford 3 59 07 Malillan, R. P. Thompson 4 16 10 Hogle, E. H. Outerbridge Withdrew Eos, E. D. Mead 4 07 16 Neola, J. S. Johnson 5 59 24	22222	18 10 17 09 26	11 28 07 10
MANHABBET RACEABOUTS-START, 1:50).		
Mist, J. W. Alker 4 21 56 Bab, J. R. Hoyt 4 17 56	2	31 27	
NEW ROCHELLE ONE DESIGN CLASS-STAR		1:5	
Caper, P. L. Howard 4 17 58 Knave, R. N. Bavier 4 17 22 Ace, W. N. Bavier, Jr 10 50	222	27 27	58 22 59
SLOOPS-CLASS R, 18 PRET AND UNDER LENGTH-START, 1:55.	R	ACI	17.75
Daniel Blant, 1,00.			

INDIAN HARBOR SAILABOUTS-START, 2:00. Cero, R. Mallory, Jr. Queenle, F. Tuford. Noggin, C. S. Somerville. Stingy, E. E. Zittel. 4 27 35 2 27 35 4 29 25 2 29 25 4 18 08 2 18 08 4 20 25 2 20 25 Stingy, E. E. Zittel. 4 20 25 2 20 25

CATBOATS—CLASS W, 18 PERT AND UNDER RACING

LENGTH—START, 2.05.

Scud, D. B. Abbott 4 40 55 2 35 55

Bantam, F. Page 4 45 20 2 40 26

Louie Belle, J. M. Williams 4 45 40 2 40 40

The winners were Leda, Miniosa, Jolly Roger,
Robin Hood, Cleada, Bab, Ace, Noggin and Louie

Belle.

AUTO LONG-DISTANCE RECORD. Banker Holmes Finishes Tour of 1,700 Miles Without a Puncture

What truly may be termed the ploneer long-distance automobile tour for pleasure in this country has just been completed by R. B. Holmes, a member of the New York Stock Exchange, who resides in Orange. Mr. Holmes returned to this city on Thursday last and put up his twelve-horse power Panhard at his "garage" after having com-pleted a trip of 1,700 miles through New York, Massachusetts, New Hampshire, Maine, and Connecticut on one set of tires and without a single breakdown. Trips of such length are unknown in this country, although common in France, and this achievement of Mr. Holmes is calculated to stir the motorists

on this side of the Atlantic.

Mr. Holmes started on June 30 with his wife and daughter and his chauffeur, Thomas McGowan. The car, which he keeps in this rity at 513 Seventh avenue, is of the touring type with tonneau body and a tourist's canopy Holmes is modest about exploiting his trip, but the following general outline of it has been gleaned:

has been gleaned:
The party went from New York to Albany
through the rain, thence to Saratoga, where
through the rain, thence to Saratoga, where The party went from New York to Albany through the rain, thence to Saratoga, where a stop of twelve days was made. While at the Spa the carriage was used for running about, but the mileage thus made was not counted in the total distance. From Saratoga the tourists went by way of Schenectady, Herkimer, Little Falls, Utlea, Syracuse and Rochester to Buffalo. At Herkimer the big hill where most of the machines on the New York to Buffalo run of the Automobile Club broke down, was taken without a mishap. It rained from titica on and the Montezuma swamp was traversed in the rain. In this part of the trip it took eight hours to cover forty miles, while the run of mearly sixtyfive miles from Rochester to Buffalo was made in four and a half hours. Before Buffalo was reached the rubber had worn off the tires and for some time the carriage had been running on the canves body. At Buffalo a new rubber coating was put on the tires and the trip was completed with the same set.

From Buffalo the run was back to Albany then over to North Adams, Mass. Crossing the Hoosac Mountains, Mr. Holmes said the only trouble experienced was keing down hill, when, owing to the steep grades and the nany sharp turns, the brake was kept of all the time, and it became hot. From North Adams the tourists visited Orange, Ahol, Gardiner. Westminster, Fitchburg, Ayers and Lowell. From Lowell they went into New Hampshire and then across to York Beach, Me., where they stopped for a few days. From York Beach the car was toded back to Lowell, then to Boston by way of Haverhill. Ipswich, Gloucester, Manchester, Beverly, Salem, Lynn and Chelsea. From Boston the homeward run began, the route being through Worcester, Springfield. Hartford, New Haven and Bridgeport. One remarkable feature of the whole tour was that not a single puncture was experienced and the only damage the car sustained was a few cracked boits that did not interfere with the running of the vehicle. The broken bolts were discovered when the car was overhauled here. Mr. Holmes is strong in He says they are a disgrace to the common-wealth. In New England he found the high-

RESULTS ON OTHER TRACKS.

ways all good

Sombrero Wins, Buffalo Derby. BUFFALO, Aug. 30 .- Green B. Morris's star Ruby colt Sombrero, fresh from his Saratoga victories, won the Buffalo Derby Saratoga victories, won the Buffalo Derby in a gallop to-day. Circus, winner of the Montgomery Handicap, was second and Sombrero's stable companion, Homestead, was third, three lengths in front of the Canadian crack Red Robe. Mr Morris won 30,500 of the \$8,000 stake. His colts were at 1 to 5 in the betting, though one or two bookmakers made bold to offer 1 to 3 and were overwhelmed. The track was in poor condition else the price would have been shorter.

shorter.

First Race—Five and a half furlongs—Shrine.

89 (Wainwright), 4 to 1, won: Artvis, 101 (Minder),

2 to 1, second, Sevoy, 125 (Robertson), 3 to 1, taird.

Time, 138 2-5.

Second Race—One mile and an eighth—San
Andres, 111 (f. Knight), 4 to 5, and Annie Lauretta,
106 (M. Johnson), 15 to 1, ran a dead heat; Gret
Star, 105 (O'Neil), 6 to 4, third. Time, 157 4-5.

Third Race—One mile and a sixteenth—Silk
Cord, 104 (Adams), 3 to 1, won Picelerin, 111 (1) shorter. Third Race—One mile and a sixteenth—Silk Cord, 104 (Adams), 3 to 1, won: Plederich, 111 (1. Knigat), 6 to 5, second; Janice, 114 (Minder), 5 to 1, third. Time, 1:59 2-5.
Fourth Race—One mile and a half; the Buffalo Derby—Sombrero, 126 (Minder), 1 to 5, won: Circus, 126 (Roberston), 25 to 1, second; Homestead, 126 (Kuhn), 1 to 5, third. Time, 2:39 3-5.
Fifth Race—Five furlongs—Oleflant, 119 (Adams), 2 to 5, won: Epidemic, 111 (O'Nelle, 7 to 1, second. All Souls, 119 (Robertson), 10 to 1, third. Time, 1 03.
Sixth Race—One mile—Blueridge, 97 (Mainwright), 6 to 1, won; Banish, 111 (f. Knight), 2 to 1, second, Golden Cottage, 106 (L. Daly), 8 to 1, third. Time, 1:44 1-5.

At Chicago. CHTCAGO, Aug. 30.—Pat Dunne's Toah, at odds of 4 to 1 and ridden by Jockey Woods, won the Fleetwood Handleap, the fourth and feature event of Fleetwood Handleap, the fourth and feature event of the closing day of the Hawthorne meeting. Brigadier was second and Sidney C. Love was third. Toah ran a smashing race, coming from far back after being outrun the first part of the six furlongs. Woods was forced to ride his mount hard from the head of the stretch until about 100 yards from the wire, where, seeing he had the race won, he eased his up. Brigadier also closed stoutly but was no match for the winner.

the winner.

First Race—Seven furiongs—Golden Glitter, 99
(Robbins), 6 to 5, won; Archie, 104 (Heigerson), 8 to 1, second; Solinus, 101 (Donnelly), 15 to 1, third. First Race—Seven furlongs—Golden Glitter, 99 (Robbins), 6 to 5, won; Archie, 104 (Helgerson), 8 to 1, second; Sollnus, 101 (Donnelly), 15 to 1, third. Time, 1:273, Second Race—Five and a half furlongs—Belle Mahon, 107 (Prior), 4 to 1, won; Hindi, 110 (Helgerson), 7 to 10, second; King Mammon, 110 (R. Willlams), 10 to 1, third. Time, 1:074, Third Race—Steeplechase, short course—MacLarnon, 143 (C. Johnson), 7 to 5 won, Wenlock, 137 (H. Wilson), 8 to 1, second; Torreon, 133 (Zeno), 11 to 12, third. Time, 2:51.

Fourth Race—Six furlongs; the Fleetwood Handicap—Toah, 113 (Woods), 4 to 1, won; Brigadier, 116 (Hoar), 5 to 1, second; Sidney C. Love, 80 (Robbins), 7 to 1, third. Time, 1:13.

Fifth Race—Seven furlongs—Taipa, 107 (Prior), 6 to 1, won; Rubus, 99 (Donnelly), 10 to 1, second; Evening Star, 99 (Shecham), 5 to 1, third. Time, 1:291, Sixth Race—One mile and a half—Edith Q., 98 (McIntyre), 8 to 1, won, Hayward Hunter, 82 (Graham), 7 to 2, second; Rollick II., 84 (Hegerson), 8 to 1, third. Time, 2:342.

At Windsor.

At Windsor. Windsor.

Windsor, Aug. 30.—The International Handicap at one mile, for three year-olds and upward, and worth \$1,000 to the winner, was the magnet which drew a big crowd to the track this afternoon. There were seven starters and Algie M. won early.

First Race—Seven furlongs—Annu, 108 (Hotherson), 15 to 1, won, Insolence, 91 (Preston), 10 to 1, second; Lord Frazer, 108 (Gormley), 6 to 1, third. Time, 1:293.

Second Race—Six furlongs—Mexicana, 102 (W. Dowie), 6 to 1, won; Miss Manners, 110 (McQuade), 3 to 1, second; Siy Boots, 98 (Wilson), 10 to 1, third. Time, 1:1542.

Third Race—Steeplechase handicap, short course—Handvigs, 147 (Dosch), 8 to 5, won; Pretty Rosie, —Handvigs, 147 (Dosch), 8 to 5, won; Pretty Rosie, 136 (Brazil), even, second; Trenet the More, 137 (Powers), 6 to 1, third. Time, 2:53.

Fourth Race—One mile—Alige M., 109 (Fields), 6 to 1, won; Johnny McCarty, 91 (Kelly), 8 to 1, second; Autolight, 117 (Hayden), even, third. Time, 1:41.

Fitch Race—Seven furlongs—Siz Kingston, 103 6 to 1, won; Johnny McCarty, 91 (Kelly), 8 to 1, second; Autolight, 117 (Hayden), even, third. Time, 1:41.

Fifth Race—Seven furlongs—Sir Kingston, 105 (Ellis), 15 to 1, won; The Mirage, 94 (Gilmore; 6 to 1, second; Edinborough, 114 (Hayden), 4 to 1, third. Time, 1:29.

Sixth Race—Six and a half furlongs—Rustic Girl, 100 (Kelly), 8 to 5, won; Boomerack, 110 (Field), 5 to 1, second; Fairy Dell, 105 (Castro), 15 to 1, third. Time, 1:21.

At St. Louis.

St. Louis. Aug. 30.—This was get away day at Kinioch, and that fact brought out the biggest crowd of the meeting.

First Race—Six furions—Loiter, 107 (Batiste), 12 to 1, won; Legation, 95 (Booker), 25 to 1, second; Annie Oldfields, 107 (J. Miller), 25 to 1, third. Time, 1:1434.

Second Race—Six and a half furiongs—Seize, 103 (J. Matthews), 9 to 5, won; Miss Bon, 108 (Beauchamp), 4 to 1, second; Crime, 104 (Bonner), 2 to 1, third. Time, 1:22.

Third Race—Steeplechase, short course—Teiler, 155 (McCouighlin), 9 to 10, won; Porphyrogene, 134 (McCauliffe), 7 to 1, second; Grandad, 130 (Lyons), 40 to 1, third. Time, 3:09.

Fourth Race—Handicap; one mile—Peaceful, 105 (J. Miller), 7 to 1, won; Satin Coat, 98 (Waldo), 25 to 1, second; Prosper La Gal, 88 (Scully), 15 to 1, third. Time, 1:41¼.

Fifth Race—One mile and 20 yards—Foundling, 96 (Bonner), 3 to 1, won; Barklyite, 97 (Bocker), 30 to 1, second: Blue Mint, 100 (Scully), 4 to 1, third. Time, 1:42.

Sixth Race—Six and a half furiongs—Hilee, 108 (Gisborne), 11 to 5, won; Joe Goss, 107 (Otis), 15 to 1, second: The Messenger, 104 (Bonner), 5 to 1, third. Time, 1:21. At St. Louis

I ootball Notes. Boston, Aug. 30.—Eldridge H. Greene, who played centre for Harvard against Yale last year, will coach the Washington and Jefferson University team this fall. Greene will begin active work with the candidates for the eleven on Sept. 6. Greene says that Washington and Jefferson has always been weak on the defensive, and he expects to devote a large part of his time to perfecting the team in this department of the game. The Washington and Jefferson players have been coached for the most part in the Princeton style of game, and will have to adopt an entirely new system, which Greene proposes to teach.

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